



Chelmsford Amateur Radio Society Newsletter

Dame Nellie Melba Centenary
13th – 20th Jun 2020 – Meet On Air!

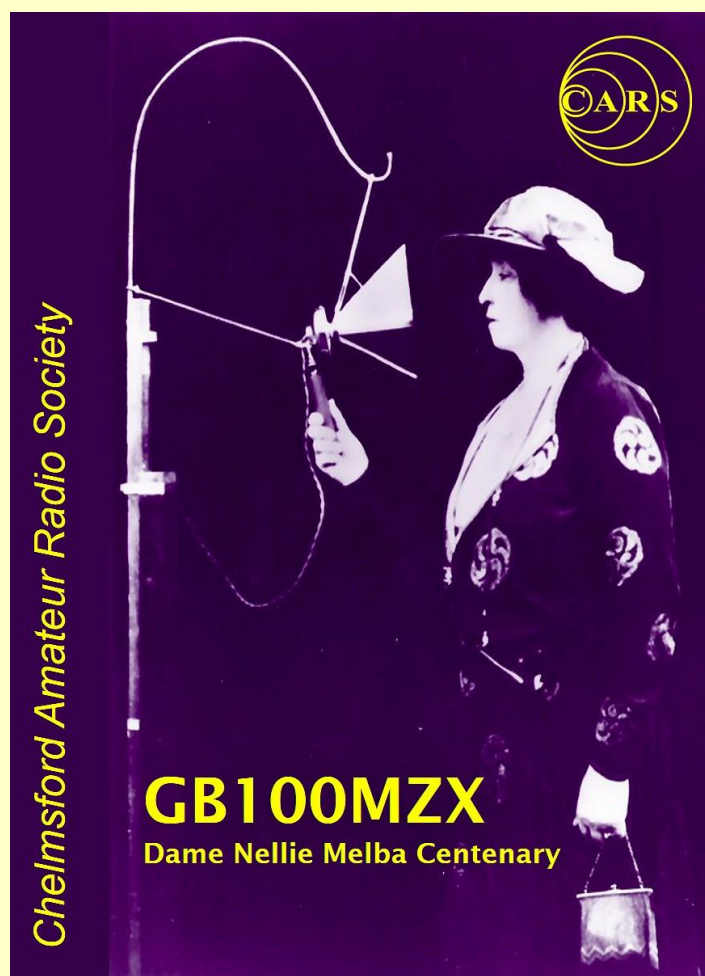
GB100MZX Special Event
By CARS Members

This month we celebrate on air the centenary of the landmark broadcast of Dame Nellie Melba from Marconi New Street on the evening of 15th June 1920. Her singing voice was pushed into the ether courtesy of MZX the power Marconi transmitter.

The 1920 event subsequently led to 2MT Writtle and later 2LO in 1922 – the birth of the BBC.

Marking the centenary of this landmark event CARS Members will be able to operate as GB100MZX in June 2020.

See Page-3 for further detail and on how to be a part of history and participate by being a volunteer MZX operator.



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Club Diary

Tue 2-Jun-2020	CARS XTRAnet on 70cm instead of club meeting	Chelmsford – GB3ER 8pm
Sat 13-Jun-2020	GB100MZX start of activity	On Air !
Mon 15-Jun-2020	7pm - Centenary of Dame Nellie Melba Broadcast	On Air !
Tue 16-Jun-2020	CARS 70cm Net using GB100MZX	On Air on GB3ER
Sat 20-Jun-2020	Nominal conclusion of GB100MZX	On Air !

Club Nets

CARS meets for talks/events on the first Tuesday of the month. The subsequent Tuesdays have club radio nets as follows below and dates listed on our calendar at www.g0mwt.org.uk/main/events/categories/net/ :-

- **1st Tuesday in the month – XTRAnet**
This occurs whilst meetings are suspended - UHF on GB3ER starting at 8pm (local)
- **2nd Tuesday in the Month – VHF**
The CARS VHF FM Net uses GB3DA from Danbury starting at 8pm (local).
GB3DA is 145.125MHz Input and 145.725MHz Output - and CTCSS-only (110.9Hz), 2min timeout
If for any reason GB3DA is not available then 145.375 Simplex will be used. Vertical aerials are best for this
- **3rd Tuesday in the Month - UHF**
The CARS UHF FM Net uses GB3ER from Danbury and starting at 8pm (local).
GB3ER is 434.675MHz Input and 433.075MHz Output - and is CTCSS-only
Vertical aerials are best.
- **4th Tuesday in the Month - HF**
The CARS 80m Net on "3756kHz" Night, SSB and starting at 8pm (local).
Horizontal aerials are best. The idea is to enable distant CARS Members to join the Net.
- **5th Tuesday in the Month (when there is one!) - MF**
This is the CARS Top Band Net on 1947/1950 kHz +/-QRM, LSB and starting at 8pm (local).
Horizontal aerials are usually used for this Net. A reminder - limit your power to a max of 30 Watts, please.

Training & Morse Classes

If you are interested in the new RSGB online exam or other opportunities, please contact **John O'Connell M0JOC** our training coordinator and Exam Secretary

John can be contacted via training2020@g0mwt.org.uk or 07868-004380

Note: RSGB have just improved their exam booking system for online Foundation exam candidates

More info and other updates are at: www.g0mwt.org.uk/training

Morse classes at Danbury are suspended – but do contact Andy G0IBN who has on-air practice sessions



Follow @TrainWithCARS



Follow @ChelmsfordARS

GB100MZX - Dame Nellie Melba Centenary

At just after 7.10pm on June 15th 1920 with sponsorship from the Daily Mail newspaper, the Marconi Company broadcast the world's first live recital by a professional musician - the legendary Australian diva, Dame Nellie Melba.

In a makeshift studio at the New Street Chelmsford factory, she opened her recital by singing 'Home Sweet Home' and other popular favourites – heard across the UK and Northern Europe.

The powerful 15kW Marconi company transmitter used in 1920 had been allocated the callsign MZX (Marconi Zulu X-ray). The success of this event subsequently led to 2MT Writtle and eventually to 2LO in 1922 – the birth of the BBC

Courtesy of a special Ofcom NoV, members operating from home will be able to mark the centenary on air during June 13-20th by operating GB100MZX across various HF & VHF bands. The Special Event callsign is a variation of the club call held by CARS Secretary Colin Page G0TRM.

CARS Members are invited to operate as GB100MZX from their home.

If interested, please contact Colin G0TRM indicating the day/hourly timeslots and bands/modes you are able to commit to (HF / VHF, SSB / CW /Data - or even AM/FM), so you can be 'authorised' – and we can publicise the operation rota.

One aim is to activate as many bands as possible, particularly on the June-15th centenary evening itself by coordinating multiple operators in a parallel.



Lead Engineer Mr W T Ditcham with the MZX transmitter - Upgraded to 15kW on 2750m / 109 kHz

CARS QSL manager Oliver M0WAG has set up eQSL and QRZ for GB100MZX (we prefer eQSL, not cards)

Useful Links:

- QRZ: www.qrz.com/db/GB100MZX
- eQSL: www.eqsl.cc/Member.cfm?GB100MZX
- Previous 90th Anniversary: [GB90MZX Report](#)

Ofcom EMF Consultation - Respond ASAP

Ofcom are proposing to impose onerous new licence conditions and mandatory guidance on all licensees (not just amateurs) who are able to transmit >10W EIRP, prompted by recent but unjustified 5G concerns etc



From GB2RS:-

There's not much time left to respond to the Ofcom EMF consultation, which is required by 12 June 2020.

The RSGB recommends you acknowledge the need for **ICNIRP** guidelines but to state that the proposals from Ofcom are not proportionate for amateur licensees.

More details on the consultation and the guide to help you with your response can be found at www.rsgb.org/emf

The RSGB is finalising its detailed response.

This includes arguments and evidence in support of our case, which is to stick with the current light touch approach.

It is important for all amateurs to make their own individual responses using their own words.

The RSGB is also preparing training and advice leaflets to help you follow ICNIRP guidelines, and any specific requirements that Ofcom may impose in the licence conditions after this consultation.

Titanic Radio Salvage

Over a century ago on 15 April 1912 this was the final message of a landmark of maritime and radio history:

"Come quick. Engine room nearly full."

- sent by Jack Phillips in Morse just before Titanic sank.

Now a federal judge has ruled that the wireless telegraphy set may be recovered from the wreckage (although its actual condition is far from certain)

US Judge Rebecca Smith said retrieval of the Edwardian technology - the most advanced of its time -

"will contribute to the legacy left by the indelible loss of the Titanic, those who survived, and those who gave their lives in the sinking,"



The 1958 Essex Floods & RAYNET

Our ongoing search thru CARS history has found a forgotten story – the first ever Emergency Callout!

On 6th September 1958 CARS members who were part of the local Radio Amateur Emergency Network (R.A.E.N.) were called to assist in the Essex Floods. The rain storms occurred five years after the devastating 1953 East Coast & Canvey floods that had given rise to RAEN (which is now known as RAYNET-UK). It is believed to be the first ever RAEN/RAYNET emergency action.

Those involved included: C. H. L. Edwards G8TL, George Cutting G3GNQ, Harry Collin G2DQ, Harry Lowe G2HPF, Cliff Fenton G3ABB. The account below is reproduced from the October 1958 edition of the RSGB Bulletin:-

The Network in Action

STORM-FLOODED Essex provided R.A.E.N. with its first ever emergency call out. The call came on September 6 following severe rain which made many roads impassable and played havoc with telephone lines over a wide area.

During the late evening of Friday, September 5. Insp. Dyer, Chief of Essex County Police Communications Dept. tried to contact the Essex C.C. (Mr. C. H. L. Edwards G8TL) and other members, but so bad were driving conditions it was not until next morning that the first call was received by Mr. C. L Fenton G3ABB, who is located near to Chelmsford.

After warning the Chelmsford Area Controller (Mr. Cutting G3GNQ), G3ABB set up a station at County Police Headquarters. G3GNQ immediately alerted members of his group. Mr. Collins, G2DQ. was directed to Laindon Police Station. and Mr. Lowe, G2HPF (using G3BLA's equipment) went to Pitsea Police Station as both stations were out of contact with Police H.Q.

In the afternoon G3GNQ returned home and opened up as a relay station between control and out-stations, there being some QRM from teleprinters. G3KTF took over from G3ABB, who then went on reconnaissance, reporting flood situations and detours required. Later, G3ERN was alerted for similar duties in the Harlow/Epping area. V.H.F. communications having been established by the police about 6.0 pm. R.A.E.N. mobiles were called in and operations closed.

In a letter to the Essex C.C. the Assistant Chief Constable of Essex (Mr. L. Nightingale) wrote:

"As you will be aware we were pleased to ask for the services of your R.A.E.N. members on Saturday last 6th September, in connection with the flood emergency. An attempt had been made on the previous evening to contact you at your house but, unfortunately, your line was out of order.

On Saturday morning however as you were able to contact Mr Fenton, who attended police headquarters with several other members and set up a control station. A link was then established with our Laindon Station and members also provided road situation reports.

I should like to take this opportunity to express our thanks to yourself, Messrs. Fenton and Cutting and other members of R.A.E.N. whose rapid assistance in difficult circumstances was so efficiently provided."

Lessons Learned

During the time of the action the Essex C.C. was unable to contact members in Chelmsford either from his home or from London. It is obvious that a difficult situation arises when all means or normal communication, including roads, fail. It was fortunate that conditions enabled sufficient members to be called out once G3ABB had been alerted. In future this situation will be countered by making the fullest use of listener members, who, with licensed members will be given standing instructions to maintain watch on schedule whenever weather conditions warrant such action. Any member receiving an action warning from a user service would put out a call

to activate the group with more than a reasonable chance of being successful. It has been found that listener members miss very little of what goes on, and when they receive an alert they can then warn other members in their area by means other than radio. The principle of schedule watch-keeping in bad weather has already been approved for the Western Trunk Route, and Lincolnshire Group has made full use of listener members for some years.

Lesson No. 2 is that there is no such place as "safe area." As at Lynton, in N. Devon, the Essex flood was unexpected. It is true that certain parts of the affected area are subject to some flooding, but Chelmsford would be described as a safe place in which to live. In the past many amateurs have said "We live in a safe area so there's no need for R.A.E.N. here." Some areas are safer than others, without doubt, and amateurs living in such places are often well located to give aid to people less fortunately placed.

Lesson No. 3 is that practice in team-work pays off. Members used each others gear and were experienced in procedure and were able to devote their whole attention to the finer points of the operation.

(RAEN Notes & News by E.Arnold Matthews G3FZW, RSGB Bulletin October 1958)



A 1958 RAEN exercise that took place at Chelmsford Police HQ

From left to right are: Eddie Edwards G8TL, Arthur Butcher G3KPJ, Dai Davies G3MWD, Reg Hodson G3PXR

This used AM on the 160 metre band. Half-way along the bench is a Marconi HR110 which was a 1950's version of the CR100 which used miniature valves (tubes).

Eddie G8TL was a RSGB Council member, chair of their Radio Amateur Emergency Network Committee and Essex Controller for R.A.E.N.

Our thanks to Trevor M5AKA and Paul G4PVM. A copy of this is now on a new webpage:
<http://www.g0mwt.org.uk/society/history/essex-floods.htm>

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